HIGH-PRICED 'PHONE

Demand for a Five-Cent Rate Radical Improvement of the Methods.

New York Far Behind Other Cities in the Matter of Cost and Convenience-Monopoly's Absurd Claims.

is Constantly Soliciting Subscribers.

(New York Journal.)

It is the persistent boast of the New York Telephone Company, the local branch of the telephone monopoly which extends all over the United States, that the equipment and service in this city is the finest in the world. INSURES LOVE AND A HAP-The fact that telephone service in New York costs more than similar service anywhere else on earth should form justification for this boast. As a matter of feat the cost of the

justification for this boast. As a matter of fact there is not a second class city in the United States that has not a better service, and the New York service is growing poorer all the time. Not only is the mechanical service bad, but the employees are insolent and inefficient. To call a number, get it and complete a conversation without exasperating delays and interruptions is the exception rather than the rule. A protest is met with a cheap quality of repartee from the girl in the central office, and a call on the manager generally results in gratuitous advice relative to the "freshness" of the unfortunate compelled to use the telephone.

The rate for a telephone in this city

the unfortunate compelled to use the telephone.

The rate for a telephone in this city is \$240 a year. The charge for a single call in the Borough of Manhattan is ten cents for five minutes conversation. The capital stock of the American Telephone and Telegraph Company is \$75,000,000,000 of which about \$23,000,000 is paid in. The corporation has paid in dividends in twenty years nearly \$50,000,000—almost twice as much as the legitimate capital stock.

The time has come in New York for five-cent telephone calls and a service that will be a service and not a burlesque, as it is at present.

Numerous fights have been rande in the Legislature for a telephone service that would be reasonable in price and allow persons desiring to converse over the wires an opportunity to do so without difficulty.

LOBBY HAS BEEN ACTIVE.

LOBBY HAS BEEN ACTIVE.

LOBBY HAS BEEN ACTIVE.

The lobby of the New York Telephone Company and of the American Telephone and Telegraph Company has prevented the passage of these bills. The telephone people have asserted that they are giving as cheap a service as possible, and they have set up the preposterous claim that the more business they do the more expensive becomes the operation of the system.

A legislative committee, two years ago, showed the falsity of this contention, but the New York Telephone Company sticks to it; nevertheless the New York Telephone Company sticks to it; nevertheless the New York Telephone officials are placed in the anomalous position of stating that the present rates are reasonable and are barely paying expenses, and still hustling for more business in order that they may incur more expense and thus cut down the profits. If the statement of the New York Telephone Company is true it must, with the increase of business, eventually operate at a loss. That five cents is ample charge for a telephone conversation of five minutes has been proved in many cities in the United States. That a perfect service can be maintained at the figure has been demonstrated in many cities large and small.

That a five-cent rate, to apply throughout Greater New York, would pay, is the judgment of experts who have built and operated at a profit lines charging that sum.

OPPOSITION HAS CUT RATES.

OPPOSITION HAS CUT RATES.

OPPOSITION HAS CUT RATES.

Wherever the American Telephone and Telegraph Company has met with opposition it has cut rates to meet the opposition. It has gone so far as to give telephone instruments and service away. In some cities the American Company has been competing for years with independent companies that charge but 5 cents for a message, and the business has paid in those cities.

In Pittsburg, Pa., there is an excellent telephone service, controlled by the Pittsburg and Alleghany Telephone Company. The cost to subscribers is from \$35 to \$48 a year and the company is making money. The exchanges are equipped with the latest improvements, there is no difficulty in securing connections, and conversation over the wires is clear and uninterrupted by incompetent operators.

In Baltimore, Md., a first-class telephone service is maintained by the Home Telephone Company. The rate to subscribers is the same as that in Pittsburg. All of the latest improvements are used in the company's exchanges and stations, and no difficulty whatever is experienced in carrying on conversations. For single calls the rate is 5 cents for five minutes' conversation, and the same rate applies in Pittsburg.

BALTIMORE COMPANY PROSPERS.

BALTIMORE COMPANY PROSPERS.

The Baltimore company is exceedingly prosperous and is branching out all the time. It is worthy of note that this company pays its linemen 75 cents more a day than does the monopoly telephone branch in the same city.

In Oakland, Cal., and in Alameda, Cal., there are telephone systems that rent instruments to subscribers for \$15 a year. The use of the telephone is almost universal in those towns, and the companies are coining money.

Down in Charleston, S. C., the telephone monopoly fought to keep out an independent company for years, and recently lost the fight. The independent company placed telephones in business houses and homes at rates ranging from \$24 to \$30 a year, and the monopoly branch, was compelled to follow suit. The rate for a call of five minutes in Charleston is now five cents over the

SERVICE GROWS

WORSE.

Worse is Made in This City and a

Wines of both companies. The independent company is making money, the competition has forced the monopoly company to put in a perfect service, and Charleston never had so many telephone subscribers.

The cry of the New York Telephone Company is that it costs more to operate a system in New York than in does in any of the places mentioned; that while a five-cent rate might pay in Charleston, it would be ruinous in New York, and that the poor "widows and orphans" holding stock would be robbed.

bed.

IT REALLY COSTS LESS.

As a matter of fact it costs less, when the number of subscribers is taken into consideration, to operate the New York service than it does in any other city. The New York Telephone Company up to a short time ago had a monopoly of the sub-ways. Beyond the cost of construction its gigantic web of wires in this city did not cost a cent. In most of the cities where cheap telephones prevail telephones are furnished free to the city offices, New York city departments pay to the telephone monopoly about \$23,000 a year for telephone service.

A system of telephone service that

Declares the More Business the Greater Cost, and Yet

Cures Weak Men Free

PY HOME FOR ALL.

How any man may quickly cure himself aftre years of suffering from sexual weakness, lost vitality, night losses varicocele, etc., and enlarge small supply send your name and ad-



I. W KNAPP M D

L. W. KNAPP, M. D.

dress to Dr. L. W. Knapp, 794 Hull
Bldg, Detroit, Mich., and he wil gladiy
send the free recept with full directions
so that any man may ensily cure himself
at home. This is certainly a most genrous offer and the following extract
laken from his daily mail show what men
think of his generosity.

Dear St.—Hease acept my sincer
Loav Et.—Hease acept my sincer
loav for the sent at the rough test
and the benefit has been extraordinate
in the benefit has been extraordinate
in the superior of the sent and the sent and the property
is has completely braced me up. I am
inst as vigorous as when a boy and you
cannot realize how happy I am."
"Dear Sir:—Your method worked beautifuly. Results were exactly what I
needed. Strength and vigor have completely returned and enlargement is entirely satisfactory."
"Ibear Sir:—Yours was received and I
had no trouble making use of the receipt
as directed and can truthfully say it he
a boon to weak men. I am greatly improved in size, strength and vigor."

All correspondents is strictly confidential, malled in plain scaled envelope,
The receipts is free for the asking and
he wants every man to have it.

A. WRENN & SONS 24 to 40 Union Street.

NORFOLK, - VIRGINIA.



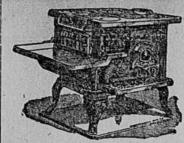
UP-TO-DATE Pleasure Vehicles

AND BUSINESS WAGONS OF ALL Our Wire Wheel, Rubber Tire Runa-houts and Surreys are the Handsomest and Best. Largest variety ever shown in these parts.

PRICES LOW! QUALITY HIGH! -LARGE STOCK OF-

... HARNESS ... AND OTHER Horse Goods.





save one-third of the cost?

Write for catalogue and full particulars,

Manufacturers of the celebrated

FITZ LEE COOKING STOVE

ADDRESS OR CALL ON

SOUTHERN STOVE-WORKS,

815 to 82? North Seventeenth St RICHMOND VA.

Freh Land Plasters AUGUST, 12.

NOW LANDING. COAL TAR

in oil, pork and pine barrels

PINE TAR

Shell Lime No.1 Rock Lime

JOHN O. GAMAGE WOODSIDE'S WHARF.

Norfolk Iron Works. GEO. W. DUVAL & CO.

NO. 15 WATER STREET, NORFOLK, ENGINES, BOILERS, SAWMILL and all kinds of machinery of the most improved patterns. Also repairing at the shortest notice. Particular attention to steamboat work. DUVAL'S PATENT BOILER TUBE FURRULES are the only perfect remedy for leaky boiler tubes. They can be inserted in a few minutes by an engineer, and are warranted to stop leaks.



TRAVELERS' GUIDE.

"THE NEW LINE." Norfolk and Atlantic Terminal

COMPANY.

e following schedule, effective 7:45 M., SEPTEMBER 13th, 1999. Close ection made at Old Point with tric trains for Phoebus, Hampton, Newport News. Norfolk. Old Pt.

Baggage checked from Old Point Pier to any point in the city.



TRAVELERS' GUIDE.



DOUBLE DAILY SERVICE
SHORT LINE TO THE PRINCIPAL
CITIES OF THE SOUTH.
ATLANTA, NEW ORLEANS, AUGUSTA, MACON, CHATTANDOGA, NASHVILLE, MEMPHIS, TEXAS, CALIFORNIA, JACKSONVILLE: TAMPA,
HAVANA CUBA AND FORTO RICO;
ST. AUGUSTINE, PALM BEACH,
MIAMI, FLORIDA EAST COAST AND
THE ENTIRE SOUTH.

Lv.	Norfolk Portsmouth Suffolk	No. 41	1 No.	p	m
	Portsmouth	9:30 a m	9:20	P	m
Ar.	Suffolk	10:01 a m	10:01	p	m
70	Weldon	11:53 a n	11 12:00		
	Henderson	1 -52 2 22	1 2-50	a	m
	Maieigh	3:47 n m	1 4:03	p	m
				a	m
200	Wilmington	1 3:05 p n	11		
			No.	40	3.
	Charlotte	10:20 p m	9:31	n	m
	Hamlet	7:10 p m		n	m
		No. 27	No.	31	
r.	Hamlet	10:33 p m	€:50	n	m
* A.	Columbia E T	1.45 a m		n	m
	Augusta	TO SUPPLIED HER DESIGNATION OF	b:19	D	m
			2:57		m
	Jacksonville	0-10 0 00		P	m
	Additon	E+90 ex 123	6:30	n	m
	Attuens	8:43 a m	1:48	p	m
		5:05 n m		p	m
	Macon	11:10 n m	7:20	b	m
		11:05 p m	9:20	p	m
		4:12 p m		a	m
	THEN OFTERING	\$ 1763 to test	7:40	n	m
22	Chattanooga	1:00 p m	1:00	a	m
	Nashville	6.55 m m	6:40		m
	Memphia	S:10 a m		D	111

Connections at New Orleans with South-ir Pacific and Texas and Pacific Rail-itys for all points in Texas, Mexico and Milfornia, de2—Arrives Portsmouth daily at 9 a.m. -Arrives Portsmouth Daily at 5:50

p. m.

Pass'r Agt., 19 Main st., Norfolk, Va.

MURRAY FORBES,
E. ST., JOHN. Vice President and General Manager,
V. E. M'BEE, General Superintendent.
H. W. R. GLOVER, L. S. Al.LEN,

Traffic Manager, Gen'l Pass'r Agt.

Portsmouth.

Norfolk & Southern R. R. Go.

CHEDULE IN EFFECT SEPT. 20, 1900. SCHEDULE IN EFFECT SEPT. 20, 1900.

MAIL AND EXPRESS LEAVES NORFOLK DAILY (except) Sunday 10 a. m.
for Belhaven and stations. Connects
at Edenton for
Williamston and Windorf, For Istalings
on Chowan river Taleston, For Istalings
on Chowan river Taleston, THURSBOAY and SATURDAY BADAY. THURSBODG river MONDAY and FIG. Scuppernong river MONDAY and FIG. Scuppernects at Belhaven with Old Developments
at Bleaven with Old Developments
at Elizabeth City with steamer for Meets
at Elizabeth City with steamer for Scuppernong River Landings MONDAY and
WEDNESDAY.

EVENING EXPRESS LEAVES NORFOLK at 4:10 p. m. TUESDAY. THURSDAY and SATURDAY for Edenton and
all intermediate stations. Connects at
Elizabeth City with steamer for New
Bern, Roanoke Island and Oriental.

ARRIVE AT NORFOLK.

ARRIVE AT NORFOLK. MAIL AND EXPRESS DAILY (except) Sunday at 4:25 p. m. and at 11 a. m. TUESDAY, THURSDAY and SATUR-DAY, Passeager station, Norfolk and Western depot. Freight station on Water street. Steamer leaves Norfolk, Water street station, 2 p. m. TUESDAY and FRIDAY for Elizabeth City via Albemarle and Chesapeake Canal.

Virginia Beach Division.

LEAVE NORFOLK, PARK AVENUE STATION.

STATION.

Week Days-6:45 a. m., 16:45 a. m., 3:00

P. m., 5:10 p. m.

Sunday-9:30 a. m., 11:30 a. m., 1:30 p. m.,

2:30 p. m., 11:30 a. m., 1:30 p. m.,

LEAVE VIRGINIA BEACH.

Week Days-8:20 a. m., 12:30 p. m., 4:15 p.

m., 6:00 p. m.,

Sunday-19:15 a. m., 12:30 p. m., 2:30 p. m.,

6:00 p. m.

CURRITUCK BRANCH.

DAILY EXCEPT SUNDAY.

DAILY ENCEPT SUNDAY.

Leave Norfolk-9:45 a. m. and 4:15 p. m.
Arrive Munden Point-11:20 a. m. and 5:45

Leave Munden Point-7:00 a. m. and 1:45

D. m.
Arrive Norfolk-9:30 a. m. and 3:30 p. m.
Etcps at all intermediate stations.
Steamer Comet leaves Munden Point 11:20 n. m. MONDAY, WEDNESDAY and FRIDAY for Currituck Sound Landings and returns TUESDAY, THURSDAY and SATURDAY.

Gen: Freight and Pass, Agent M. K. KING, General Manager.

Norfolk & Washington Steamboal Go The new and powerful from palace steamers NEWPORT NEWS, WASH-INGTON and NORFOLK, will leave gally as follows:

NORTH-BOUND. Leave Portsmouth, N. & W. S. B. Co. Leave Norfolk, N. & W. S. B. Leave Old Point Comfort 7:00 p m.
Arrive in Washington 6:45 a. m.
Leave Washington, B & O.

**S:30 a. m. 6:00 p. m. Leave Washington, Penn. R. 12. Cave Washington, Penn. R. *7:20 a. m. Chesapeake Route & Ohio Rys, Chesapeake & Ch TO RICHMOND, CINCINNATI, LOUIS-VILLE AND THE WEST.

SCHEDULE IN EFFECT OCT. 1, 1900.

Arrive in Philadelphia, B. & "10:55 a. m. Arrive in New York, Penn. R. R. Arrive in New York, Penn. R. R. Arrive in New York, Penn. R. R. Arrive in New York, B. & "1:15 p. m. SCHEDULE IN EFFECT OCT. 1, 1900.

SCHEDULE IN EFFECT OCT. 1, 1900.

SOUTH-BOUND.

SCHEDULE IN EFFECT OCT. 1, 1900.

LEAVE NORFOLK.

8:10 a. m.—Daily, with Parlor Car to Richmond, connects at Richmond, except Sunday, with R. F. and P. to Washington and the North, and at Richmond with St. Louis Limited, leaving Richmond 2:45 m. daily, with Pullman Sleeping Car, for Cheinnati, Louisville and St. Louis.

3:30 p. m.—Daily for Richmond, Stops at all stations on Peninsula Division, Connects with R. F. and P. train North and with F. F. V. daily for Cincinnati, Louisville and the West, Pull, man Sleeping Car,

C. & O. ARRIVES AT NORFOLK.

12:15 p. m.—Daily from Richmond and the West, Pull, and Parlor Car reservation apply to C. F. BARRETT, Ticket Agent, or F. W. CURD, T. P. A., Graby Street Office, Norfolk, Va.

The Steamer S. A. McCall

The Steamer S. A. McCall Leaves the N. Y. P. & N. whart with freight and passengers for Newport News all James River landings and Petersburg every Monday, Wednesday and Friday at 6.4 m. Passenger and freight rates much for Petersburg, 11.00. First-class tickets between Norfolk and Fetersburg, 11.00. First-class round trip to Petersburg and return \$1.75. Secondicias tickets straight, \$5 cents; round trip, \$1.50.

J. E. DEY Agent. R. B. COOKE, Gen'l Agent. J. W. PHILLIPS, Owner. Mas-ima

Telephona 41.

Telephona 41.

Telephona 41.

Telephona 41.

Carlian Educate Line Steam.

Salida Traffic Mgr.

A. D. STERBINS, Asst. Traffic Mgr.

W. P. TURNER, General Pass. Agt.

J. C. WHITNEY, Traffic Mgr.

W. P. TURNER, General Pass. Agt.

J. C. WHITNEY, Traffic Mgr.

W. P. TURNER, General Pass. Agt.

J. C. WHITNEY, Traffic Mgr.

W. P. TURNER, General Pass. Agt.

J. C. WHITNEY, Traffic Mgr.

General Pass. Agt.

V. P. TURNER, General Pass. Agt.

J. C. WHITNEY, Traffic Mgr.

General Pass. Agt.

V. P. TURNER, General Pass. Agt.

J. C. WHITNEY, Traffic Mgr.

General Pass. Agt.

V. P. TURNER, General Pass. Agt.

V. P. TURNER, General Pass. Agt.

V. P. TURNER, General Pass. Agt.

J. C. WHITNEY, Traffic Mgr.

General Offices, Baltimore, Md.

W. P. TURNER, General Pass. Agt.

V. W. J. W. W. Traffic Mgr.

W. P. TURNER, General Pass. Agt.

V. W. J. W. W. Traffic Mgr.

W. P. TURNER, General Pass. Agt.

V. W. J. W. W. Traffic Mgr.

W. P. TURNER, General Pass. Agt.

V. W. J. W. W. Traffic Mgr.

W. P. TURNER, General Pass. Agt.

V. W. J. W. W. Traffic Mgr.

V. W. J. W. W. M. S. W. M. S. W. M. S. W. W. J. W. W.

TRAVELERS' GUIDE.

NORFOLK & OCEAN VIEW R'Y. QUICK AND FREQUENT SERVICE BETWEEN NORFOLK, OCEAN VIEW, OLD POINT, HAMP-TON AND NEWPORT NEWS,

Cars leave West Main street, corner Granby street (opposite New Atlantic Hotel.) Henry street station discontin-TEMPORARY SCHEDULE TAKING EFFECT OCTOBER 14, 1900.

日本 大学 一大学	Leave	Arrive Old Poit		Leave Old Poin	Arrive
	A.M.	A.M.	Daily	A.M.	A.M
	7:15 8:15 9:45 11:15	8:25 9:25 10:55		8:45 10:15 11:45	9:50
	P.M.	P.M.	Daily	P. M.	P.M
	12:15 1:15 2:15 3:15 4:15 5:15 6:15 7:15	1:25 2:25 3:25 4:25 5:25 6:25 7:25 8:25		12:45 1:45 2:45 3.45 4:45 5:45 6:45 7:45	12:50 1:50 2:50 4:50 5:50 7:50 8:50
	cal e	ar follow	ule is for ex	Ocean Vi	s: lo

of car follows express to Ocean View. Norfolk Street Car Tickets good or ecan View Route. Transfers given to any part of Norfolk

A. C. L.

ATLANTIC COAST LINE RAILROAD COMPANY.

Stations.	No. 49 Dally.	No. 103 D'l'y ex Sunday
Lv. Norfolk Lv. Ports. June. Ar. Suffolk, Va. Ar. Tunis, N. C. Ar. Hobgood, N. C. Ar. Tarboro, N. C. Ar. Rocky Mount, N. C.	1 9 99 4 ***	2 45 . 45
Ar. Williamston, N. C., Ar. Plymouth, N. C., Ar. Washington, N. C., Ar. Kinston, N. C.		6:55 p m 7:40 p m 7:30 p m
Ar. Wilson, N. C Ar. Goldsboro, N. C Ar. Wilmington, N. C.	2:17 p m 3:25 p m 6:00 p m	7:10 p m
Ar. Fayetteville, N. C. Ar. Florence, S. C Ar. Charleston, S. C	4:25 p m	112:17 p m
Ar. Columbia, S. C Ar. Augusta, Ga Ar. Atlanta, Ga Ar. Macon, Ga	10:20 p m 7:35 a m 12:35 p m	111:00 a m 7:55 a m
Ar. Savannah, Ga Ar. Jacksonville, Fia.	1:50 a m	7:20 a m

No. 103 daily except Sunday makes close connection a Hobgood for Washington, N. C., Kinston N. C., and Plymouth, N. C., and all Eastern Laiolina points also at Rocky Mount with A. C. L. grain 35 for all points South, No. 103 daily, except Sunday, makes close connection at Aboskie for Windsor, N. C., and stations on W. & P. R. R. Trains arrive at Norfolk at 5:55 p. m. daily; also at 10:25 a. m. daily, except Sunday.

No. 49 runs through without change Norfolk to Wilmington,
Baggage checked at Company's Norfolk wharf, and also at office of Passonger and Ticket Agent, 171 Main street (opposite Atlantic Hotel).

For tickets to all points South, sleeping car reservation and general information call on or address

J. A. NEUGEBAUER,
Passenger and Ticket Agent,
JAMES F. MAUPIN,
General Focwarding Agent,
H. M. EMERSON, Gen. Pass. Agent,
G. M. SERPELL, Gen. Supt.
T. M. EMERSON, Traffic Manager.

BALTIMORE STEAM PACKET CO

BALTIMORE STEAM PACKET CO COMMENCING MONDAY, NOV. 20, 1899. Lv. Fortsmouth, High street ... 15:25 p m Lv. Norfolk, Main street ... 16:00 p m Ar. Old Point, Hygela Pier ... 17:00 p m Ar. Baltimore, Union Dock ... 6:39 a m NORTHBOUND | P. R. R. | B. & O. Lv. Baltimore 7:45 a m 1 7:55 a m Lv. Philadelphia 10:16 a m 10:16 a m Ar. New York 12:41 p m 112:35 n'n SOUTHBOUND P. R. R. | B. & O. Lv. New 'ork | 12:55 p m | 1:00 p m Lv. Philadelphia | 3:12 p m | 1:00 p m Ar. Balt., Union St'n | 5:12 p m | 15:10 p m

Lv Baltimore, Light street new piers direct for the South Lv. Old Point Ar. Norfolk Ar. Portsmouth

N贵W NorfolkWestern Schedule in Effect MAY 27, 1900.

MAY 27, 1960.

LEAVE NORFOLK DAILY.

7:40 a. m.—For Richmond, Washington, Lynchburg and the West Pullman Buffett Parlor Cars, Norfolk and Roanolee, after June

9:25 a. m.—Toccan Shore Limited" for Richmond daily and daily except Sunday for Washington, Stops at Suffolk, Waverly, Petersburg at Suffolk, Waverly, Petersburg at Suffolk, Waverly and Fetersburg at Suffolk, Waverly and Fetersburg at Suffolk, Waverly and Tiskets and all Information at station and 19 Granby Street, W. E. HAZLEWOOD, City Passenger Agent.

Marghania William a Lugagnarighter Getting and Sufformation at Sufformation a

Merchanis' & Miner's Transportation Go

DIRECT ROUTE

FOR BOSTON AND PROVIDENCE,
BOSTON AND PROVIDENCE,
BOSTON AND PROVIDENCE,
BOSTON AND PROVIDENCE,
BOSTON BOSTON AND PROVIDENCE,
FOR BOSTON AND PROVIDENCE,
FOR BOSTON AND PROVIDENCE,
FARES TO BOSTON AND PROVIDENCE;
First-class, including meals and state room berth 100 per 10

TRAVELERS' GUIDE.

Old Dominion Steamship Co's Line

PASSENGER ACCOMMODATIONS UN-SURPASSED.

All schedules subject to change without notice.
Freight for Washington and New Bern,
N. C., received at and delivered from N.
and S. Kaliroad depot.
Freight received dally, except Sunday,
until 5;00 p. m.

M. B. CROWELL.
General Agent
Norfolk, Va.
H. B. WALKER, Traffic Manager,
New York, N. Y.

SOUTHERN

DOUBLE DAILY SCHEDULES TO ALL POINTS SOUTH,

SOUTHEAST. and SOUTHWEST. EFFECTIVE AUGUST 19, 1900. | Norfolk | 9:35 a m 7:40 p m | Sunolk | 10:41 a m 8:51 p m | Franklin | 11:23 a m 9:33 p m | Emporia | 12:40 p m 11:22 p m | Bunffato Junction | 2:77 pm 2:68 a m | Danville | 5:30 p m 4:30 a m |

 Norfolk
 9:00 a m

 Raleigh
 3:50 p m

 Durham
 4:43 p m

 Greensboro
 6:35 p m

 Danville
 5:48 p m

 Greensboro
 7:10 p m

 Salisbury
 8:24 p m

 Charlotte
 9:45 p m
 | Salisbury | \$.40 p m | Asheville | 12:10 a m | 1lot Springs | 1:29 a m | 1knoxville | 4:15 a m | Knoxville | 4:15 a m | Nashville | 6:55 p m | Nashville | 6:55 p m | 4:15 p m 10:00 p m 7:15 a m

Lv. Charlotte ... 9:55 p m 8:10 a m Ar. Columbia ... 1:15 a m 11:20 a m Ar. Columbia ... 1:15 a m 11:20 a m Ar. Augusta ... 8:00 a m 2:50 p m Ar. Savannah ... 6:10 a m 3:15 p m Ar. Jacksonville ... 9:25 a m 7:40 p m Ar. Tampa ... 10:20 p m 7:30 a m Pullman Falace Sleeping Cars. For all information apply at CITY TICKET OFFICE. MAIN AND GRANBY STREEAS, PHONES 142. Baggage called for and checked from hotels and residences by Virginia Transfer Company on orders left at ticket office.

fice. FRANK S. CANNON,
Third V. President r 1 Gen'l, Mgr.
J. M. CULP. Gen'l Augr.
Traffic Mgr. Gen'l Pass. Agt.
W. B. BROWN, Pass. Agt., Norfolk, Va.

CAPE \ CHARLES ROUTE

New York, Philadelphia and Norfolk Rallroad.

ROUTE

Railroad.

QUICK TIME—LOW RATES.
TWO TRAINS EACH WAY.

SCHEDULE IN EFFECT BUNDAY,
NOVEMBER 18, 1893.

LEAVE NORFOLK.

1:65 a. m.—Daily, except Sunday—(Portsmouth, High street, 1:25 a. m.)
Arrive at Philadelphia 5:42 p.
m.; New York at 8:38 p. m.
LEAVE NORFOLK.

1:600 p. m.—Daily (Portsmouth, High street, 1:25 a. m.)
ARRIVE AT NORFOLK.

9:00 a. m.; New York at 8:38 p. m.; New York at 8:58 p. m.; Philadelphia, 110 a. m.; New York at 8:58 p. m.; Philadelphia, 1126 p. m.
ARRIVE AT NORFOLK.

1:25 p. m.—Daily (Portsmouth, High street, 7:45 p. m.) leaving New York at 8:50 a. m.; Philadelphia, 10:20 a. m.
Close connection made with all rail and sound lines to and from Boston.
Pullman Sleeping Care on night trains between Jorsey City, Philadelphia and Cape Charles.
Pullman Sleeping Care on night trains between Philadelphia and Cape Charles.
Through tickets sold and baggage trains between Philadelphia and Cape Charles, Through tickets sold and baggage trains between Philadelphia and Cape Charles, R. B. COOKE,
General Passenger and Freight Agent

Virginia Navigation Company's FALL AND WINTER SCHEDULE.

FAIL AND WINTER SCHEDULE.

FOR RICHMOND, PETERSBURG, CLAREMONT, OLD POINT, NEW-PORT NEWS AND JAMES RIVER LANDINGS DIRECT. BY DAYLIGHT. The elegant saloon steamer Pocahontas leaves Clyde's wharf. Norfolk, at 7 a. m. every TUESDAY, THURSDAY and SATURDAY, and Portsmouth 7:10 a. m., touching at Old Foint and Newport News going and returning. Arrives at Richmond about 5:39 p. m., connecting with all evening trains. Fare to Richmond, \$1.50; to Richmond and return. \$2.50; to Richmond, second-class, \$1.00.

Tickets cheaper than other routes to Richmond, Petersburg, Waverly, Hicksford and stations on the Atlantic and Danville Division of the Southern Railway Company, and to all points via Richmond.

Tickets for sale at ticket agencies of Walke & Son, H. Brandt and on board steamer. Freight received daily (Sunday excepted) for all above named points.